

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

Date of writing Report Apr 3 1942 When handed in at Local Office Apr 4 1942 Port of New York
 No. in Survey held at Holoken N.J. Date, First Survey and Last Survey 1st April 1942
 Reg. Book 32601 on the Machinery of the Wood, Iron or Steel S/S STANVAC MELBOURNE (No. of Visits 1)
 Tonnage { Gross 10013 Vessel built at Chester Pa. By whom Sun S.B. & D. Co. Year. Month. When 1941 - 6
 { Net 6021 Engines made at Phl. By whom Westinghouse Elec. Mfg. Co. When 1941
 Nominal Horse Power 1006 Boilers, when made (Main) (Donkey)
 No. of Main Boilers 2 W.T. Owners Petroleum Shipping Co Ltd Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 1 Managers (Donkey) Port Panama Voyage ✓
 Steam Pressure 4 1/2 in Main Boilers ✓ If Surveyed Afloat or in Dry Dock Dry dock (Bethlehem Steel Co) Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers W.T. (Spt. 450).

Last Report No. PortParticulars of Examination and Repairs (if any) Docking

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined.

Was a damage report made by anyone else? If so, by whom? ✓Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No" " Donkey " " " ✓If this was not done, state for what reasons? Boilers not submitted for survey.And what parts of the Boilers could not be thus thoroughly examined? ✓Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? ✓State latest date of internal examination of each boiler ✓Present condition of funnel(s) GoodDid the Surveyor examine the Safety Valves of the Main Boiler? ✓To what pressure were they afterwards adjusted under steam? ✓Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓To what pressure were they afterwards adjusted under steam? ✓Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓and of the Donkey Boilers? ✓Did the Surveyor examine the drain plugs of the Main Boilers? ✓and of the Donkey Boilers? ✓Did the Surveyor examine all the mountings of the Main Boilers? ✓and of the Donkey Boilers? ✓Has screw shaft now been drawn and examined? NoIs it fitted with continuous liner? ✓Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓Has shaft now been changed? ✓ If so, state reasons ✓Has the shaft now fitted been previously used? ✓Has it a continuous liner? ✓Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓State date of examination of Screw Shaft ✓State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? ✓If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ✓If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete

How done
 The vessel placed in dry dock propeller, fastenings of the Stem bush & of the Sea connections examined & found in good order.

General Observations, Opinion, and Recommendation:— The Machinery of this Vessel

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.E.M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

is eligible, in my opinion, to remain as classed without full record.

Survey Fee (per Section 29) £ ✓ :Special Damage or Repair Fee (if any) £ ✓ :

(per Section 29.)

Travelling expenses (if chargeable) £ :

Fees applied for

19

Received by me,

19

Committee's Minute

Assigned

NEW YORK APR 8 1942

As now

J. M. Bell
 Engineer Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register
 Foundation

W1174-0038

✓
17/6/82

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